

WINE AND SPIRIT MERCHANT
CHAZALON & CO.
MAKERS AND FRENCH PRESERVES IMPORTERS
6, QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1845

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13,462.

號九廿月五年六零百九千一英

HONGKONG, TUESDAY, MAY 29, 1906.

日七初月四閏年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MAEWEIN, FRICKEL & CO.,
1815 3, DUDDELL STREET.

Intimations.

ALLIANZ INSURANCE COMPANY OF BERLIN.

THE undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.
Hongkong, May 28, 1906. 1094

WANTED.

BY Established Firm, CANTON AGENCY OF FIRE INSURANCE CO. Best references. Apply to 'B. O. X.' Care of 'CHINA MAIL' Office. Hongkong, May 26, 1906. 1081

DOCTOR WANTED.

TO act as SURGEON on an Emigrant Steamer. For particulars, apply to G. DE CHAMPEAUX, Agent Messageries Maritimes Co. Hongkong, May 8, 1906. 920

SITUATION WANTED.

YOUNG EXPERIENCED ACCOUNTANT, with good knowledge of Shipping, Insurance and Typewriting, wants position. Apply to 'Z.' Care of 'CHINA MAIL' Office. Hongkong, May 2, 1906. 913

OLD MANOUNIANS' SOCIETY.
OLD MANCHESTER GRAMMAR SCHOOL BOYS are invited to communicate with the undersigned, who will be pleased to give particulars of the above. G. H. BLASON, c/o BUTTERFIELD & SWIRE. Hongkong, May 24, 1906. 1069

CAMPBELL, MOORE & CO., LIMITED.

JUST RECEIVED NEW
POWDER, PERFUMERIES, SOAPS, HAIR FRAMES, HAIR PINS, &c., &c., &c.

'JANUS' LIFE & ANNUITY INSURANCE CO., HAMBURG.
ESTABLISHED 1848.

ASSETS PER 31st DECEMBER, 1904. Mk: 53,400,000—equal to £2,600,000.
THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE AND ANNUITY INSURANCES, as well as to issue ACCIDENT POLICIES at the most liberal terms ever offered in the East.
SIEMSEN & CO.

THE POPULAR SCOTCH

'BLACK AND WHITE'



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS

By Appointment to
H.M. THE KING
AND
H.R.H. THE PRINCE OF WALES.

Supplied at all the Leading Grocers and Hotels, and to be obtained from All the Principal Stores.

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATHAN, 2,260 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,955 tons, Captain J. J. Lonsdale.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sundays Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 5.30 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,993 tons, Captain G. F. Morrison, R.N.A.
Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon, except when otherwise notified by Express.
Note:—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Timetable.
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 568 tons, Captain J. Wilcox.
s.s. NANNING, 569 tons, Captain C. Buchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSON, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

CANADA ACCIDENT ASSURANCE COMPANY.

HEAD OFFICE: MONTREAL.
THIS Company issues the most Liberal and Clear Policy ever offered in East. DOUBLE BENEFITS for TRAVEL, ACCIDENTS, FEVER, TYPHOID and SMALL-POX Covered. Policies written HERE, in any Currency.
HONGKONG OFFICE: 14, DES VŒUX ROAD CENTRAL.
GRANT AND LESLIE, General Agents for China. GEO. GRIMBLE, Manager, Hongkong.
Hongkong, April 21, 1906. 692

BELLY & WALSH, LTD.

BUSINESS HANDBOOKS.
The Commercial Law of England, by J. A. Slater ... \$1.85
Pitman's Manual of Business Training ... 1.75
The World's Commercial Products, with French, German and Spanish Equivalents for the Names, by J. A. Slater ... 1.00
Legal Terms, Phrases and Abbreviations for Typists & Stenographers Pitman's Mercantile Law, by J. A. Slater ... 5.25
Indexing and Precise Writing, by A. L. Jones ... 1.10
Business Handwriting, by A. W. Roger ... 1.10
Business Terms, Phrases and Abbreviations with Equivalent in French, German and Spanish and Facsimile Documents ... 1.75
Pitman's Commercial Handwriting and Correspondence ... 1.40
Advanced Bookkeeping ... 1.85
Pitman's French Commercial Correspondence ... 1.75
Pitman's German Commercial Correspondence ... 1.75
Pitman's Commercial Correspondence and Commercial English ... 1.75
Pitman's Guide to Commercial Correspondence and Business Composition ... 1.10

JUST PUBLISHED.
FIVE THOUSAND YEARS OF JOHN CHINAMAN, by J. Dyer Ball ... \$ 75
AN ENGLISH POCKET VOCABULARY, Containing Common Words and Phrases Printed Without the Chinese Characters or Tonic Marks, by J. Dyer Ball ... 1.00
THE I TE OH I A Kuan Hua Vocabulary of Native Customs Terms (Fuchow District) Compiled by A. Michie and Tao Kuan ... 1.00
'If Youth But Knew' by Agnes and Egerton Castle ... \$1.75
Salt Almonds, by F. Anstey ... 1.75
Kid McGhie, by S. R. Crockett ... 1.75
The Sphinx's Lawyer, by Frank Danby ... 1.75
My Sword for Lafayette, by Max Pemberton ... 1.75
A Maker of History, by E. Phillips Oppenheim ... 1.75
Frenzied Finance: The Crime of Amalgamation, by T. W. Lawson ... 1.75
MACLEOD'S TRUNK CODE, 3 Vols., \$75.00.

THE DAIRY FARM COMPANY, LIMITED.

THE PRICE OF BEST QUALITY AUSTRALIAN BUTTER IS REDUCED TO 65 Cents per lb. from to-day.
Hongkong, May 23, 1906. 1084

CARMICHAEL AND OLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: 'CARMICHAEL', HONGKONG. A. B. C. Code, 4th Edition. A. I. Code. Lohrer's Standard Code. TELEPHONE, 235. 563

'REFORM IN CHINA'

BEING a letter addressed to Rear-Admiral Lord Charles Bouverie, O.B. M.P. And an article in reply to CHINA: 'THE SLEEP AND AWAKENING.'

To be had in pamphlet form at the 'China Mail' Office, 5, Wyndham Street.

Price One Dollar.

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.

*** CHEE WING & CO. ***
29 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN ALL SORTS OF COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS and TEES, CORRUGATED IRON, PIG IRON, &c.

Suitable for SHOPS, ENGINEERS and HOUSE BUILDERS.

WILLIAM MACLEOD, D.D.S.

ENGLISH DENTIST.

1, CAMERON ROAD, KOWLOON. 1st Floor, Kowloon Dispensary. 429

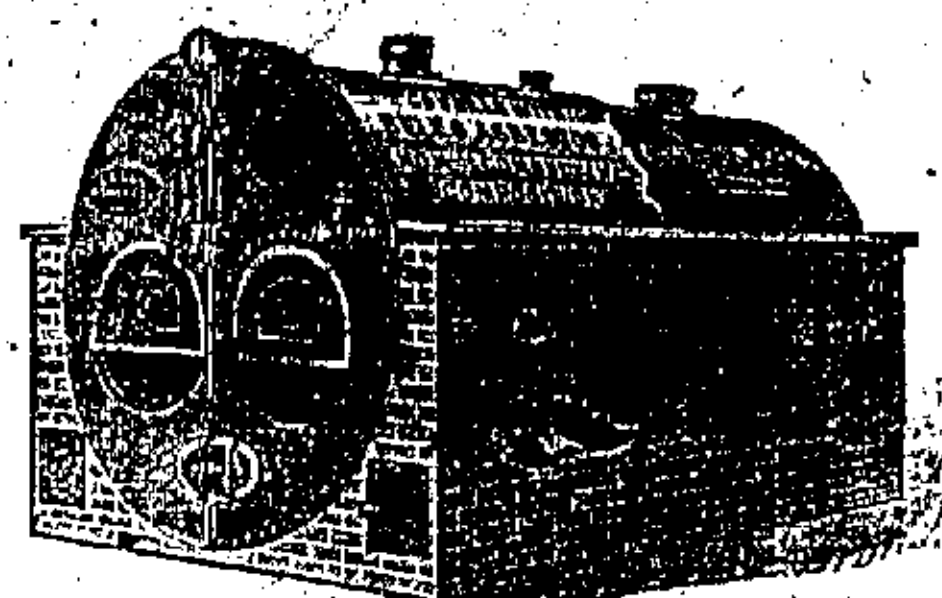
Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.



ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

NEW CONSIGNMENT OF

WATERPROOFS.

ANDERSON'S REGULATION IN

BLACK and KHAKI

'FEATHERWEIGHT' COATS

THE LIGHTEST MADE.

MILITARY CAPES,

RIDING COATS, UMBRELLAS.

LANE, CRAWFORD & CO.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE. THOROUGHLY UP TO DATE. WITH EVERY MODERN LUXURY. MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

STAG HOTEL,

145, QUEEN'S ROAD CENTRAL. A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED. WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER. 1905.

CHAMPAGNES

FROM **CHARLES HEIDSIECK.**

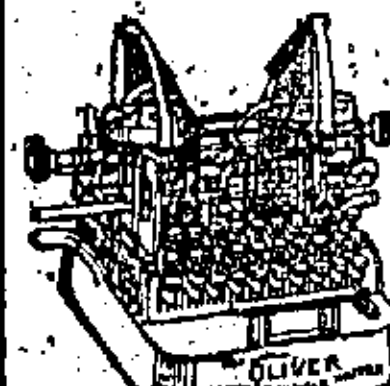
PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906.

THE OLIVER TYPEWRITER.



VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING. WAITING IN SIGHT. UNIVERSAL KEYBOARD.

GRANT & LESLIE, GENERAL AGENTS FOR HONGKONG & SOUTH CHINA. Hongkong, April 21, 1906. GEO. GRIMBLE, MANAGER, 14, DES VŒUX ROAD CENTRAL. 728

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.

POSTCARD COMPETITION.

TO all Purchasers at our Establishment of \$1.00 and upwards between JUNE 1st and JUNE 28th, will be given a COUPON entitling them to enter the following Competition.—The largest number of English words that can be made from 'MARIB BRIZARD.'

1st Prize 1 Case Pils. PERINET & FILS CHAMPAGNE.....\$68.50
2nd " 1 Case ROYAL OLD HIGHLAND WHISKY ..\$34.00
3rd " 1 Case MACINTOSH WHISKY.....\$10.00
AND 10 CONSOLATION PRIZES.

In the event of tie to be drawn for. All replies to be sent on POST CARDS ONLY. Prizes will be distributed the 30th June, when all cards may be inspected at our Office.

GREGOR & CO.,
WINE & SPIRIT MERCHANTS,
19, QUEEN'S ROAD CENTRAL.

CASH—LESS 10%. CREDIT—LESS 5%.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory

Shewan, Tomes & Co.,

GENERAL MANAGERS

2831

FAIRALL & CO.

ARE SHOWING

NEW SUMMER COSTUMES AND MATERIALS

IN LINEN, MUSLIN AND CAMBRIC, &c.

NEWEST STYLES IN

TRIMMED HATS

NEW FLOWERS AND LACES.

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET. A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED. AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. TERMS REASONABLE. Apply to THE MANAGER. 1161

DISINFECTANTS! DISINFECTANTS!

NOW IS THE TIME TO USE THEM.

NESTOR FLUID

CHEAP AND RELIABLE

In 1 Gallon and 5 Gallon Tins.

SOLE AGENTS:

VICTORIA DISPENSARY.

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906.

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

(Next Door to H. PRICE & Co.)

All Kinds of FURNITURE, CARVED (ANTON) BLACKWOOD, GROCERY and GLASS WARE. KITCHEN UTENSILS, &c., &c. AT MODERATE PRICES. 178

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW NOVELS BY ENGLISH MAIL.

That Perverse Will, by L. G. Moberly	.....\$1.25
The Race of Life, by Guy Boothby	..... 1.25
The Interpreter, by Byrdie	..... 1.25
The Scholars Daughter, by B. Harraden	..... 1.25
The Path of the Pioneer, by D. Wylardo	..... 1.25
Brownphus, by M. Dearmer	..... 1.25
The Legacy of Vivien Eady, by C. Mansell	..... 1.25
Prince Charlie, by B. Delanny	..... 1.25
Pearse's Cyclopaedia	..... .80
Phil Coway, by Gunter	..... .80
Hazell's Guide to the New House of Commons	..... .60
Jiu Jitsu	..... .3

SCOTCH WHISKIES.



EXTRA SPECIAL FINEST LIQUEUR.....\$14.50

V. O. S. (OLD MATURED).....\$18.50

FERRINTOSH (GREAT AGE VERY FINE).....\$24.50

Telephone No. 75

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,

15, QUEEN'S ROAD CENTRAL.

DRINK . . .

THE ONLY GENUINE

'TANSAN'

WHICH BEARS THE NAME OF
J. CLIFFORD-WILKINSON.
BEWARE OF SPURIOUS
IMITATIONS
which are unpalatable and sometimes
dangerous.

Per Case of 48 Pints \$6.50
Per Dozen Pints \$1.70
Per Case of 100 Splits \$8.00
Per Dozen Splits \$1.10

TANSAN

GINGER ALE.

Experts Testify That
TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLE

GINGER ALE

IN THE WORLD.

Per Case of 48 Pints \$7.75
Per Dozen Pints 1.95
Per Case of 100 Splits 5.25
Per Dozen Splits 1.30

SAMPLES ON APPLICATION.

SOLE AGENTS:

H. PRICE & CO.,

Wine and Spirit Merchants,
QUEEN'S ROAD CENTRAL.

POWELL'S

ALEXANDRIA
BUILDINGS.

NOW SHOWING.

LADIES'

Bathing

Costumes.

Comfortable,

Smart and

Useful

Garments,

at

Reasonable Prices.

INSPECTION INVITED.

Wm. POWELL, Ltd.,

HONGKONG.

The SAVOY,

LIMITED.

QUEEN'S ROAD.

DRESSMAKING.

TRIMMED HATS

15 per cent off.

PARASOLS

25 per cent.

ALL PRICES

Marked in Plain Figures.

THE SAVOY, Ltd.

TO SMOKERS.

It is a well-known fact, admitted by the
EGYPTIAN CIGARETTE MANU-
FACTURERS themselves, that Cigarettes
imported from Egypt are made from
TURKISH TOBACCO, which is subject
to a heavy Import Duty in Egypt. Hong-
kong being a Free Port tobacco can be
imported free of duty.

Two Good Reasons why it is advan-
tageous to Smoke
ny Cigarettes.

1.—Cheapsness of my Cigarettes compared
to imported cigarettes, owing to tobacco
being admitted duty-free into Hongkong,
and that you are buying direct from the
Manufacturer, doing away with middlemen's
profits.

2.—Freshness of my Cigarettes, as they
are made daily for each day's consumption,
which makes it impossible to have an old
stock of Cigarettes, as is very likely with
imported Cigarettes.

The following is a list of my Cigarettes
made from the Best Turkish Tobacco at
from 40% to 60% cheaper than imported
cigarettes of equal quality.

NAME	SIZE	PACKED IN BOXES OF	PRICE PER 100
Great Britain	Large	50	\$4.50
Vedusa	Large	50 & 100	\$3.00
Hongkong Club	(Cork-tipped), large	50 & 100	\$3.00
Admiral	Gold	100	2.20
Princess	(Cork-tipped), small	100	2.00
Flor de Oriente	with tubes	100	2.00
(Ladies)	small	100	2.00
Military (Gold)	(Cork-tipped), medium	100	2.00
Germania	medium	100	1.80
Paris	small	100	1.60
The Peak Tram	medium	100	1.50
Emperor of China	(Gold)	100	1.20
(Ladies)	medium	100	1.20
Luxembourg	medium	100	1.00

We also make cheap cigarettes of second-
grade Turkish Tobacco at \$6.00 per 100.
Minimum Quantity sold—1,000

To Messrs. Clubs, Hotels and all large
Buyers, Special Terms are allowed.

T. E. P. SPYROPULOS,
9, Beaconsfield Arcade,
(OPPOSITE THEATRE ROYAL).

S. MOUTRIE & Co.,

LIMITED.

HONGKONG,
SHANGHAI, TIENTSIN.

PIANOS

BY ALL THE LEADING MAKERS.

ORGANS, GRAMOPHONES

and every kind of

MUSICAL INSTRUMENT.

A STOCK OF OVER 5,000 RECORDS
TO SELECT FROM.

TUNING AND REPAIRING
A SPECIALITY.

SOLE AGENTS FOR

The Pianola, Piano

Pianola, and Aerola, and

only to be had at

S. MOUTRIE & Co., Ltd.,

YORK BUILDINGS, CHATER ROAD.

Hongkong, May 17, 1906.



ESTABLISHED A.D. 1841.

A. S. WATSON

& Co., Ltd.

WINE & SPIRIT MERCHANTS.

ALEXANDRIA

BUILDINGS.

SCOTCH WHISKY.

GREAT REDUCTION

IN

PRICES.

From this date the Prices of our Popular

Brands of SCOTCH WHISKIES will be

as under—

Per Case of 1 Doz.

A.—Thorne's Blend ... \$11.00

B.—Glenorchy, a fine

'Soda' Whisky ... 11.40

C.—Aberlour-Glenlivet

(a fine peaty flavoured

Whisky) ... 12.50

D.—H.K.D. Blend of

the Finest Old Malt

Scotch Whiskies .. 14.00

E BLEND

The Popular Whisky

in the Far East ... 15.00

The above prices are strictly net. The

discount of FIVE PER CENT previously

allowed on our Whiskies ceases from this

date.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS,

ALEXANDRIA BUILDINGS.

Hongkong, May 17, 1906.

MARRIAGE.
McCoy-Sowsey.—On April 28, at Tai
Yuen Pa, KENNETH T. McCoy, second
son of the Rev. J. O. McCoy (late of the
American Presbyterian Mission, Peking),
of Hinsdale, Illinois, U.S.A., to Flora
Grace Sowsey, eldest daughter of the
Rev. Arthur Sowsey, of the English Episcop-
al Mission, Tai Yuen Pa.

MEMOS. FOR TO-MORROW.

Auction.

10 a.m.—Auction of Sundry Naval and

Victualling Stores, at H.M. Naval

Yard.

Meetings.

12.15 p.m.—Meeting of 'Star' Ferry

Co., Ltd., at City Hall.

5.15 p.m.—Meeting of V.R.O. at Kow-

loon.

Miscellaneous.

Goods per Nippon undelivered after this

date will be landed.

Goods per Mongolia undelivered after

8 p.m. on this date will be landed.

General Memoranda.

THURSDAY, May 31.—

9 p.m.—Auction of Household Furni-

ture, &c., at Mr. F. Kien's Sales

Rooms.

FRIDAY, June 1.—

9 a.m.—Meeting of Zetland Lodge.

11 a.m.—Government Bills received by

Chief Paymaster, Army Pay Depart-

ment.

SATURDAY, June 2.—

Goods per Palms not cleared on this

date subject to rent.

SUNDAY, June 3.—

Goods per Palms not cleared at 4 p.m.

on this date subject to rent.

TUESDAY, June 5.—

Goods per Oceania undelivered after

this date at Kowloon will be subject to

rent and landing charges.

MONDAY, June 11.—

3 p.m.—Auction of Leasehold Property,

at Messrs. Hughes & Hough's Sales

Rooms.

THURSDAY, June 28.—

11 a.m.—Auction of Complete Cement

Factory at Hongkong and Kowloon

Wharf & Godown Co.'s Premises,

Kowloon.

The China Mail.

HONGKONG, TUESDAY, MAY 29, 1906.

SUBSIDIARY COINAGE.

It is rather a strange coincidence that

we should have drawn attention to the

trouble resulting from the depreciation

in the value of local subsidiary coins at

the very time that the Chamber of

Commerce was sending its reply to the

Hon. Mr. Edward Osborne on the same

subject. It can hardly be said that the

Hon. Mr. Hewitt's letter, published in

this issue, adds much to the sum of

knowledge which is possessed on the

subject. Reduced to plain language the

Chamber of Commerce seems to consider

that, as the depreciation in Hongkong

subsidiary coins does not affect its

members directly, it is not a matter it

should worry about. This, if it is their

attitude, seems to us a very shortsighted

view to take of the matter. The problem

is of the very first importance to

companies who render services in

exchange for small sums, such as tram-

ways, ferries, ice works and so forth.

On the prosperity of each industrial

concern the welfare of many others

depends and it is desirable that the

Chamber of Commerce should recognise

that it is to their interest to aid and

protect industry of every shape or form,

whether their profits come in doles of

twenty cent pieces, which are only worth

eighteen or nineteen, or in drafts from

abroad. The Hon. Mr. Osborne should

not be discouraged because the Chamber

of Commerce declines to take the

matter up. He, fortunately, occupies

a seat in the Legislative Council and

there is nothing to prevent him bring-

ing the matter forward in due course.

It is essential, however, that he should

have a well defined scheme to place

before the Government when he brings

the question up. Mr. Osborne should

be singularly well equipped for the

working out of a comprehensive scheme

for overcoming the difficulty of the

existence of which he has very good

personal reason, as Secretary of the Star

Ferry Company, to know. As a business

man of experience any proposal which

he deliberately puts forward in the

Legislative Council would be received

with the respect due to it and very

possibly there would be a tangible out-

come in the shape of Government action.

The suggestion that British subsidiary

coins should be made legal tender for

an unlimited amount seems to us

scarcely feasible. There would have to

be an immense issue to replace all the

small Chinese coins which are now in

circulation, and there would be nothing

to prevent the expectation of our finer

coins as fast as they were minted. It

was with this in view that we suggested

yesterday that the British coins should

be of no intrinsic value whatever, but

should be declared legal tender for any

amount within the Colony. As a corol-

lary to this scheme the Government

would have to undertake to redeem the

tokens or paper in time at their face

value. Could not the Government

when issuing tokens guarantee that it

would redeem them at such time as

the Chinese Government adopted a

permanent standard and did away with

the provincial mints which are the real

cause of all the trouble? When that

dearly wished for consummation occurs

the present difficulties cannot recur.

But, apart from these suggestions it

should be well within the power of the

Colon. Mr. Osborne and the others who

suffer with him to devise some plan

which will commend itself to the Gov-

ernment. No time should be wasted

as each day's delay means considerable

loss to the Colony generally.

In another column will be found a

report by Dr. Pearce on the state of

the painting recently done in the

Central Market, which he characterizes

as "extremely unsatisfactory." and if

the conditions of the work are as he

depicts then his condemnation is

deserved. By bringing the matter be-

fore the notice of the Sanitary Board

Dr. Pearce has also directed public

attention to it, but his action, ap-

parently, has not met with the

approbation of his colleagues on the

Board. The Director of Public Works,

in particular, expresses his dissent to

the course adopted, but that is only

to be expected, as the painting was

presumably done under the supervision

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

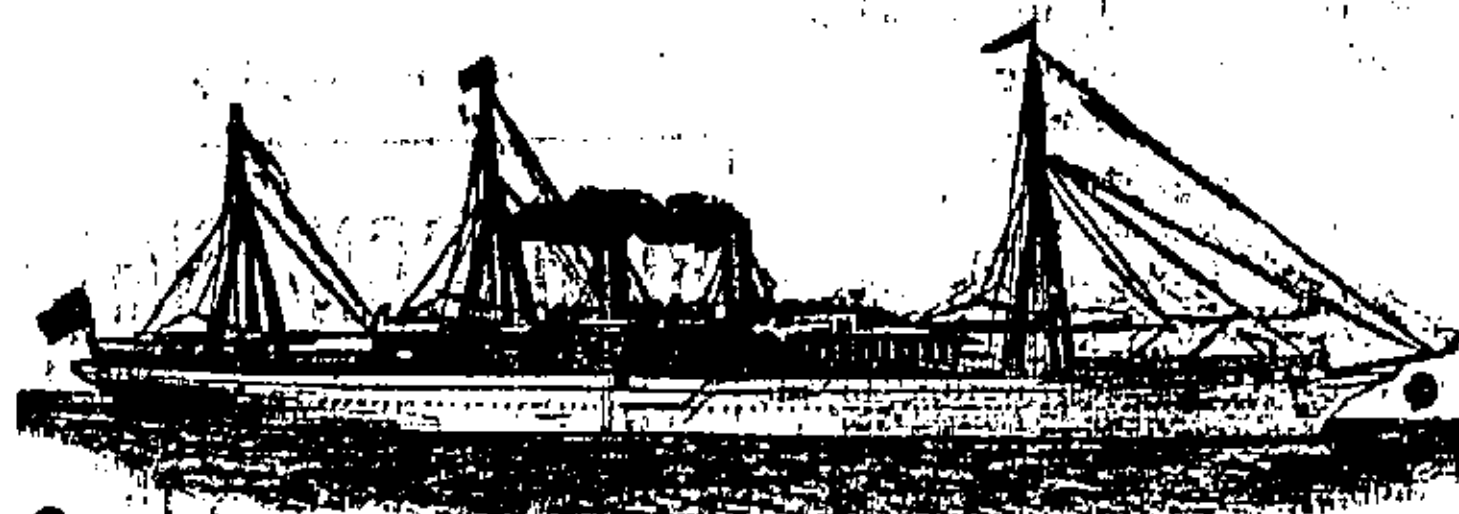
WILL despatch VESSELS to the Undermentioned PORTS on the DATE named—

STEAMERS	TO	DATE	REMARKS
SHANGHAI, KOBE AND YOKOHAMA	Palawan	About 30th May	Freight only.
SHANGHAI	Palawan	About 31st May	Freight and Passage.
LONDON, &c.	Oceana	Noon, 2nd June	See Special Advertisement.
LONDON & ANTWERP, Via Suez, Pango, Calcutta, and Port Said.	Palawan	About 20th June	Freight and Passage.

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



LUXURY—SPEED—PUNCTUALITY.
The only line that maintains a Regular Schedule of 12 Days across the Pacific is the "EMPERESS LINE." SAVING 3 TO 7 DAYS OCEAN TRAVEL. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF CHINA	Leave Hongkong Wednesday, May 30. Arrive Vancouver June 20.
EMPERESS OF INDIA	Leave Hongkong Wednesday, June 20. Arrive Vancouver July 11.
ATHENIAN	Leave Hongkong Wednesday, June 27. Arrive Vancouver July 21.
EMPERESS OF JAPAN	Leave Hongkong Wednesday, July 11. Arrive Vancouver Aug. 1.
MONTAGUE	Leave Hongkong Wednesday, July 18. Arrive Vancouver Aug. 11.
EMPERESS OF CHINA	Leave Hongkong Wednesday, Aug. 2. Arrive Vancouver Aug. 22.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

1st Class, via St. Lawrence £200, via New York \$202, Intermediate on Steamers, £40, \$42, and 1st Class Rail, £40, \$42.
R.M.S. MONTAGUE, TARTAR and ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal ports and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
CORNER PENDER STREET and PRAY, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSHALLS, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SANUKI MARU, Tons 6,108, Capt. N. Mathieson	WEDNESDAY, 30th May, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE AND YOKOHAMA.	TAMBA MARU, Tons 6,130, C. H. Butler	WEDNESDAY, 13th June, at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURS, DAY ISLAND, TOWNS, VILLE AND BRISBANE.	INABA MARU, Tons 6,189	WEDNESDAY, 27th June, at Daylight.
BOMBAY, Via SINGAPORE, AND COLOMBO.	SHINANO MARU, Tons 6,368, Capt. N. Ohno	TUESDAY, 26th June, at 4 p.m.
KOBE AND YOKOHAMA.	NIKKO MARU, Tons 6,589, Capt. E. W. Haswell	FRIDAY, June 16, at 4 p.m.
BANGKOK, Via SWATOW.	KAGOSHIMA MARU, Tons 4,405	TUESDAY, 5th June, at Noon.
	IYO MARU, Tons 6,320, Capt. W. Thompson	FRIDAY, 1st June, at Noon.
	PROMETHEUS, Tons 1,673, Capt. Cornelissen	

* Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Through Nagasaki and Yokohama, 1st and 2nd class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

225,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA	Captain J. H. RINDER	On TUESDAY, 12th June, at Noon.
DAKOTA	Captain E. FRANK	On SATURDAY, 21st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.
Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
LUXURIOUS PASSENGER ACCOMMODATIONS: Saloon and Staterooms (all outside rooms), Music room, Library, Smoking room, Nurses, Laundry, Telephone, etc.
Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
For full information regarding freight or passage apply to
NIPPON YUSEN KAISHA Agents.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	MEACON	7th June.
GLASGOW AND LIVERPOOL	SEACON	7th "
GLASGOW AND LIVERPOOL	PROCEBUS	14th "
GLASGOW AND LIVERPOOL	PATROCLUS	14th "
GLASGOW AND LIVERPOOL	PING SUY	21st "
GLASGOW AND LIVERPOOL	ORVET	28th "
GLASGOW AND LIVERPOOL	ORVET	28th "
GLASGOW AND LIVERPOOL	ORVET	5th July.
GLASGOW AND LIVERPOOL	ASTAN	5th "

HOMEWARD S.

FOR	STEAMERS	DATE
AMSTERDAM, LONDON & ANTWERP	JASON	5th June.
LONDON, AMSTERDAM & ANTWERP	DEUCALION	19th "
GENOA, MARSEILLES & LIVERPOOL	HYSON	20th "
LONDON, AMSTERDAM & ANTWERP	BJAX	3rd July.
LONDON, AMSTERDAM & ANTWERP	PROMETHEUS	17th "
GENOA, MARSEILLES & LIVERPOOL	PATROCLUS	20th "
LONDON, AMSTERDAM & ANTWERP	PING SUY	31st "

TRANS-PACIFIC SERVICE.

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST	STENTOR	10th June.
SAKI, KOBE & YOKOHAMA	OKANA	7th July.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST	KREHON	14th June.
	TACON	18th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	THINAN	30th May.
SHANGHAI	CHINLI	2nd June.
MANILA	THIN	5th June.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon antiseptic, Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—all the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	Manila Direct.	Saturday, 2nd June, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila Direct.	Saturday, 9th May, at 12 o'clock Noon.

For Freight or Passage, apply to
Shewan, Tomes & Co., General Managers.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at the MALABAR COAST.)

Steamship.	Tons.	Captains.	For	Sailing Dates.
S.S. ANGLO SAXON				Beginning of July, 1906.

For Freight and further information, apply to
SHEWAN, TOMES & CO., General Agents.

BEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.
The Steamship BENMOHR, Captain Wenzel, will be despatched as above on or about MONDAY, the 4th June, 1906.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, May 18, 1906. 1060

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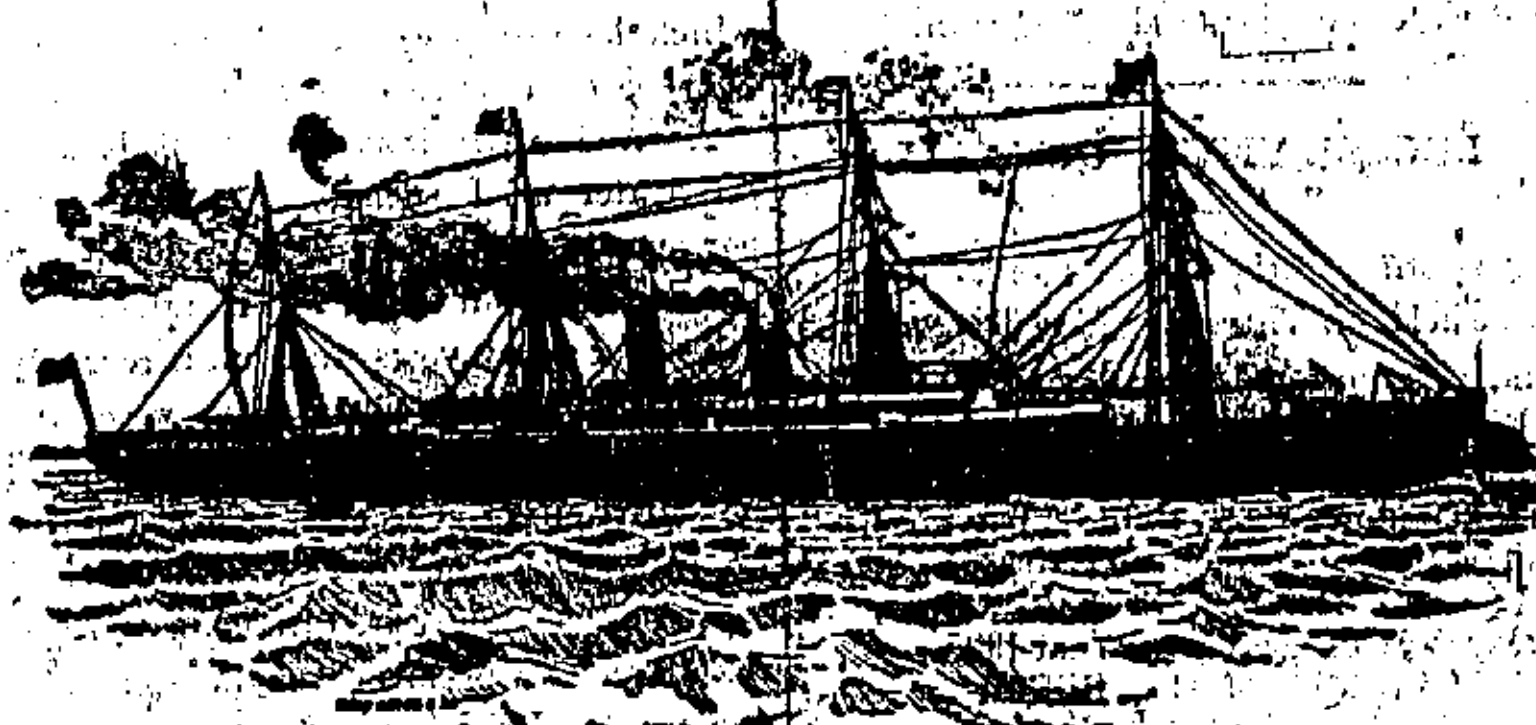
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TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)	DATE	TIME
* MONGOLIA	TUESDAY	6th June, at Noon.
* NIPPON MARU	TUESDAY	12th June, at Noon.
* DORIO	TUESDAY	18th June, at Noon.
* MANCHURIA	FRIDAY	26th June, at Noon.
* HONGKONG MARU	FRIDAY	6th July, at Noon.
* KOREA	TUESDAY	17th July, at Noon.
* CORIO	TUESDAY	24th July, at Noon.
* SIBERIA	FRIDAY	31st July, at Noon.
* AMERICA MARU	FRIDAY	7th Aug., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco, 18,000 tons, September 15-27th 1905, 10 days, 14 hours and 5 minutes.
San Francisco to Honolulu, 18,000 tons, August 16th-20th, 1905, 4 days, 19 hours.
San Francisco to Yokohama, 18,000 tons, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco, 18,000 tons, SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905, 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MONGOLIA will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th June, 1906, at Noon, taking cargo for Japan and the United States.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.
For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.
S. SILVERSTONE, Agent.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

STEAMSHIP.	Tons.	Captains.	To SAIL ON.
ARAGONIA	5198	ELBERT	June 6, at Daylight.
NICOMEDIA	4970	WAGEMAN	June 21, at Daylight.
ROMANIA	4970	FELDTMANN	July 14, at Daylight.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, Acting General Agent.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	TO	DATE
SHANGHAI VIA SWATOW, AMOY AND FOOSHOW.	WEDNESDAY	May 30, at 10 a.m.
ANPING, Via SWATOW, AND AMOY.	FRIDAY	June 1, at 10 a.m.
TAMBOU, Via SWATOW, AND AMOY.	SUNDAY	June 3, at 10 a.m.
TAMBOU, Via SWATOW, AND AMOY.	SUNDAY	June 10, at 10 a.m.

These Steamers have excellent Accommodation for First-class Passengers and are fitted throughout with Electric Light. Unrivaled Table.
Taking Cargo on through Bills of lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office at Second Floor, No. 1, QUEEN'S BUILDINGS.
T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TUGBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To SAIL.
* VERA SHAWMUT TREMONT	4417 9008 9108	G. V. Williams E. V. Roberts T. W. Garlick	3rd July 27th July 22nd Aug.

* Cargo only.

HEAP FARE, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Shawmuts and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to
DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS.

1774

Shipping.

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship RUENANIA, Captain von Hoff, will be despatched for the above Ports on WEDNESDAY, the 30th inst., at 4 p.m.
This Steamer has splendid accommodation for Passengers and carries a duly qualified Doctor and Stewardess.
HAMBURG-AMERICA LINE, Hongkong Office.
Hongkong, May 29, 1906. 1070

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
With Liberty to Call at MALABAR COAST.
PROPOSED SAILINGS FROM HONGKONG.
STEAMERS. TO SAIL. 1906.
SATSUMA.....About 31st May.
SIKH.....About 14th June.
WRAY CASTLE.....About 23rd June.
For Freight and further information, Apply to
DODWELL & CO., LTD., Agents.



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for VATICANA, PERSIA, GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship OORAMA, Captain W. HAYWARD, R.N., carrying His Majesty's Mail, will be despatched for this PORT on SATURDAY, the 2nd June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Companies' a.s. Oline, 7,912 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable Cargo for France, and Tea for London (undergarments) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Egypt, due in London on the 16th July, 1906.
Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further Particulars, apply to
E. A. HEWITT, Superintendent.
Hongkong, May 19, 1906. 1092

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Taranaki, &c.)

THE Steamship EASTERN, Captain Powell, will be despatched for the above Ports on SATURDAY, the 2nd June, at Noon.

This well-known Steamer is especially fitted for Passengers and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO., Agents.

Hongkong, April 30, 1906. 1096

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

VIENNA AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

Taking cargo at through rates to the Brazils, to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.

THE Company's Steamship PRINCESS, Captain D. MISTROVIC, will be despatched as above on SATURDAY, the 2nd of June, p.m.

This Steamer has Capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to
SANDER, WISLER & CO., Agents.

Hongkong, May 16, 1906. 1013

NIPPON YUSEN KAISHA.

HONGKONG, SWATOW, BANGKOK LINE.

FOR SWATOW AND BANGKOK.

THE Chartered Steamship PROMETHEUS, Captain CONNELLSEN, will be despatched as above on TUESDAY, the 5th June, at 10 a.m.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA, Prince's Building.

Hongkong, May 28, 1906. 1095

Not Responsible for Debts.

NEITHER the Captain, the Agents, nor Owners will be responsible for any Debt or Lien contracted by the Crew or the following Vessel during the stay in Hongkong Harbour:—
Tugboat, British steamer Captain J. E. Parker—Dodwell & Co., Ltd.

BY TELEGRAPH.

ITALY AND JAPAN.

EMBASSY AT TOKYO.

(From Our Correspondent.)

SHANGHAI, May 29.
Italy has decided to establish an Embassy at Tokyo, in place of the existing Legation.

DEAR RICE.

TROUBLE FEARED.

(From Our Correspondent.)

SHANGHAI, May 29.
Owing to the high price of rice great unrest prevails in the provinces of Chekiang and Kiangsu, and rioting is feared.

AT JAPAN'S COURT.

AUDIENCES BY THE EMPEROR.

(From Our Correspondent.)

SHANGHAI, May 29.
Sir Ernest Satow had an audience with the Emperor of Japan on Saturday.

Viscount Hayashi had tiffin with the Emperor on Monday.

TRANSLATIONS IN COURT.

Challenging the Translator.

When the Supreme Court was opened this morning His Lordship the Chief Justice laid down a ruling with respect to translations put into Court and certified to by the Court Translator. "I have consulted my learned brother on the subject of Court translations," he said, "and the practice we have decided on is as follows:—

"Any party may adopt the present practice to procure a translation and have it certified to by the Court Translator. If this is challenged, notice by the challenger must be given to the other side and the challenger must produce the translation which he says is correct and then each party will have to put his own translator into the box for cross-examination."

THE PERJURY CASE.

Appeal to the Privy Council.

In the Appellate Jurisdiction of the Full Court this morning before His Lordship Sir Francis Piggott (Chief Justice) and His Honour Mr. A. G. Wise (Puisne Judge) an application for leave to appeal to the Privy Council was made in respect to the seven Chinese merchants who were sentenced to three months' imprisonment for perjury.

The Hon. Mr. E. H. Sharp, K.C., and the Hon. H. E. Pollock, K.C. (instructed by Mr. G. K. Hall Brutton), appeared for the appellants.

Mr. Pollock said—This is an application which is made to the Court by way of notice of motion and petition for leave to appeal to the Privy Council against the decision recently given by Your Lordships in the matter of these seven men, and we also ask that the appellants be allowed out on bail pending the appeal to His Majesty in Council. Your Lordships will see from the instructions for appeal to the Privy Council that we have to apply within fourteen days by petition and we then move in the ordinary way according to practice.

The Chief Justice—Then the two applications are one?

Mr. Pollock—Yes; practically they would read as one.

The Chief Justice—I do not think we want to go into the facts. The question, I believe, was as to whether they were parties to a proceeding.

Mr. Pollock—I do not know whether Your Lordship thinks it necessary to go into it.

The Chief Justice—It is a matter of practice. In most of the cases the Judge has been made respondent. This seems to me the proper course because there is the judgment of the Full Court, against which you are appealing. The application is granted. What extension of time do you require with regard to bail?

Mr. Pollock—We have asked for twelve months; it is hardly likely to be finished before then.

The Chief Justice—No; it is not.

The Chief Justice—We had better extend it once and for all until the decision of the Privy Council is given.

The Chief Justice—Supposing you do not appeal at all, we are not going to extend bail for ever.

Mr. Pollock—Your Lordship will see that we are bound to put in a certain security within a certain time. It is £200 sterling by the ninth provision.

The Chief Justice—The six men are out on bail of \$1000 each, that is £200.

The Chief Justice—You have no objection to the money now up as bail being allowed to stand as security?

Mr. Pollock—We have asked for twelve months; it is hardly likely to be finished before then.

THE "LUCIA VITTORIA."

To be Sold as a Wreck.

Information has been received by the owners of the "Lucia Vittoria," late H.M.S. storeship "Humber," to the effect that she is full of water and aground fore and aft, her bottom being considerably damaged.

The vessel is considered to be a total loss, and instructions have been sent to Vladivostok to have her sold by auction.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is to be held on Thursday, May 31st, at 2.30 p.m. The orders of the day are:—

First reading of a Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Two hundred and eighty-eight thousand four hundred and twelve Dollars and eight Cents, to defray the Charges of the Year 1905.

Second reading of the Bill entitled An Ordinance to amend the Law relating to the Property of Married Women.

Third reading of the Bill entitled An Ordinance to regulate the qualifications and to provide for the Registration of Dentists.

Third reading of the Bill entitled An Ordinance to amend the Summary Offences (Amendment) Ordinance, 1905.

Third reading of the Bill entitled An Ordinance to amend the Magistrates Ordinance, 1890.

Third reading of the Bill entitled An Ordinance relating to the jurisdiction of the Supreme Court with respect to the care and commitment of the custody of the persons and estates of Lunatics.

PAINTING THE MARKETS.

Government and Sanitary Board.

The Central Market has before to-day figured unfavourably as regards cleanliness and again attention is directed towards it, though on this occasion it is faulty painting which has attracted the notice of the Medical Officer of Health. Dr. W. V. Pearse has excited the wrath of the Director of Public Works by a letter which he addresses to the Sanitary Board, couched in the following terms:—I wish to draw the attention of the Board to the extremely unsatisfactory way in which the recent painting of the Central Market has been carried out. In the butchers' shop the paint is so sticky, although three weeks old, that canvas has had to be hung over the point to prevent it being pulled off by the carcasses hung against it. Such canvas is undesirable and I have had to order its removal. In the first section almost all the paint lately put on the woodwork has disappeared and what remains can be pulled off with the fingers. The Central Market should look clean and be clean and the officers of the Board cannot take the responsibility of this unless the repairs and renovations are done in a workmanlike manner.

Mr. Shelton Hooper presumes that such work has to be passed by the Public Works Department before payment is made.

Hon. Mr. Hewett mentioned that the market being a Government building he presumed the work of painting it was arranged by the P.W.D. If any complaint as to the unsatisfactory carrying out of the work was made Mr. Hewett thought it should be made to the Government department in question in the first instance.

Mr. Lau Chu Pak suggested: Why not serve a notice at once. In private cases this course would have been followed with our reference to the Board.

The Director of Public Works does not attempt to conceal his indignation at the course adopted by Dr. Pearse, for he minutes as follows:—It was surely the duty of the M. O. H. to report a matter like this to the Board when he failed to have the matter remedied in the ordinary way.

H. M. S. "MONMOUTH."

The British cruiser "Monmouth" arrived at Singapore late on Saturday, May 19, and anchored in the Roads.

The "Monmouth" is a first class cruiser of the "County" type and is sister ship to the "Donegal" which went ashore on the way out to the China Station and had to be recalled. She was built by the London and Glasgow Coy. in 1890-91, and was the third of her class finished. Her chief dimensions are:—Length, 440 ft.; beam, 68 ft.; mean draught, 24 ft.; and 9,100 tons displacement. She is fitted with four cylinder triple expansion engines of 22,000 h.p., supplied by 31 Belleville boilers with economisers, which have done very well in this cruiser. With regard to protection the "Monmouth" has a steel belt from four to two inches in thickness on either side from the after gun turret to the bows. The casemates, turrets and barbettes are protected by armour of from four to five inches thickness, whilst a protective steel deck covers the ship's vitals.

The main armament consists of four 14-in. Whitehead torpedoes, the latter being for boat service. The vessel carries a complement of 700 Officers and men, and has served one commission with the First Cruiser Squadron which she joined when it was first formed.

Captain John A. Take of the "Monmouth" is no stranger to the China Station for he served herein the battleship "Centurion" with Admiral Seymour when he commanded the Station in 1898-1901. Later Captain Take commanded the gunnery ship "Undaunted."

When the "Monmouth" was first commissioned the people of the country whose name the vessel bears presented to her a silver cup and the ladies of the country forwarded a silk ensign in a carved casket.

The "Monmouth" has superannuated on board for the China Squadron and is the relief ship for the "Andromeda," which passed through Singapore some little time ago.—Free Press.

ECONOMY IN THE END.

A few doses of Chamberlain's Cough Remedy will cure your cold and perhaps save a doctor's bill later on. It always cures and cures quickly. For sale by all chemists and druggists.

THE SUBSIDIARY COINAGE.

The Chamber of Commerce's Opinion.

The following correspondence between the Star Ferry Co. and the Chamber of Commerce came to hand too late yesterday for publication:—

HONGKONG, 30th April.

Sir,—I have the honour to draw the Chamber's attention to the recent fall in the value of British subsidiary coins by which this Company and others whose business lies on a cash basis, are losing heavily.

2.—And apart from loss to individuals the matter is, I submit, of sufficient importance to the Colony at large to warrant the consideration of your Committee.

3.—For many years and until recently, Chinese subsidiary silver coins were at a discount of about 2 per cent. British subsidiary silver coins maintained a parity of value with the dollar; whilst British copper coins as measured in Chinese silver coins were at a premium varying from 2 to 4 per cent. British subsidiary silver coins are now quoted about 5 per cent. discount and copper 9 per cent.

The former disparity between British and Chinese coins was I understand due to a difference in fineness.

4.—Recently the Canton silver coin has shown a tendency to further depreciate and what is of more importance to Hongkong, has apparently dragged the British coin with it, the reason assigned being that the debtor, finding he can discharge his liabilities in the base coinage, has no further use for the higher.

5.—Following immediately upon the minting in Canton of copper coins, the British one cent piece sunk to the level of its Chinese counterpart and, it is assumed, for the same reasons as led to the fall of silver coins.

6.—So far the Canton Officials have apparently been satisfied with a moderate difference in fineness between their coins and the British. If their object be to drive the latter out of circulation in their country, their action is at least intelligible and, provided competition between the respective coin remains as at present, doubtless matters will right themselves at no great loss to anyone but the Hongkong Government.

7.—But if rapidly to the main spring of their policy the question becomes serious; for unless nipped in the bud, this debase process will grow to large and ruinous proportions, and to the prejudice of Hongkong's trade.

8.—Each successive official will seize the golden opportunity until hopeless confusion and loss bring matters to a crisis.

9.—To make matters worse, a Chinese dollar note has recently appeared in the Colony, and is actually in circulation at Canton.

10.—If your Committee consider there be cause for alarm, doubtless they will move the Government to legislate in the matter, and now that the Government's profit on subsidiary coin is endangered (for if there be no demand there will be no further coinage, and consequently no further profit) perhaps their former reason for a policy for non-interference will no longer weigh and there may yet be time to frustrate the evil in its incipient stage.

11.—As regards a remedy I venture to suggest that British coins be rehabilitated and protected by making them legal tender up to any amount, to the exclusion of all other coins, and by the Government, pledging itself to redeem all its coins at par.—I have, etc.

(Sgd.) EDWARD OSBORN,
Secretary,
Star Ferry Company.

HONGKONG, 28th May, 1906.

Sir,—I have to acknowledge receipt of your letter of 30th ultimo in which you direct attention to the loss sustained by your Company and others through, what you term, the fall in the value of British subsidiary coin, and to inform you that your letter has received the careful consideration of the Committee of the Chamber of Commerce.

In the first place owing to the fact that legal tender of subsidiary coin is limited and that intrinsically it is not worth so much as the currency dollar, its exchange value is naturally liable to fluctuate according to supply and demand.

2.—The Committee of this Chamber are agreed that the question of the loss in the purchasing power of British subsidiary coin, however it may have been caused, is one which deserves serious consideration.

3.—Without necessarily accepting either the statement in this paragraph as to the actual discount at which the British coin is now reported to stand, or that which gives the percentages of relative values in the past, the Committee do not wish to question your general remarks of a retrospective nature.

It would appear that the large demand for Hongkong subsidiary coin arose in the Southern Province of China, and while the Colony at the moment undoubtedly benefited by the then existing state of affairs, as it was not to be expected that this outside source of revenue would continue indefinitely and a change, brought about by, among other causes, an over-production of Chinese subsidiary coin, should not be looked upon as a matter calling for legislation on the part of the Government.

The second part under this head seems to imply a change in the difference of fineness between the Hongkong and Canton subsidiary coin of the present as compared with that of the past but of this the Committee have no evidence.

4.—It must be admitted that the over-production of Chinese subsidiary coin has resulted in its depreciation and has also reduced the demand for Hongkong coin, but it is an error to suppose that a debtor can discharge his liabilities in this subsidiary coin, though for sake of convenience no doubt many small debts are so settled.

No one in the Colony need accept Chin

THE CHINA MAIL.

THE CHINA MAIL.

ese subsidiary coin at all, while the legal limit for Hongkong subsidiary silver coin is 25 and for Copper 51. If payments are accepted in Chinese coin, or Hongkong coin in excess of the legal limit, this is entirely a personal matter between debtor and creditor and is presumably due to causes not to be controlled by the Ordinance, being merely an ordinary business question for consideration when fixing the price of commodities.

6/7.—The developments foreshadowed in paragraph 7 are problematical. The Committee of the Chamber while viewing the excessive production of silver and copper coins by the Chinese Mints as calculated to seriously affect the prosperity of that Empire, have no reason to assume that the Chinese Officials are actuated by other motives than the supplying of a useful medium of exchange for which there was, at one time at all events, a strong demand and the making of a profit on the seigniorage as is usual in other countries making similar issues.

8.—The existence of the Provincial Bank's note is of course known. It now bears a special stamp to the effect that it is redeemable in 20 cents pieces. It is noteworthy however that the 50 notes are not so stamped.

9.—After carefully considering the question the Committee of the Chamber are of opinion that the only course likely to influence remedial measures is to communicate with the Chambers of Commerce at Shanghai and Tientsin with a view to sending another joint Memorial to the Diplomatic Body at Peking; urging that the Imperial Government should again be called upon to carry out its treaty obligation and by placing all the mints under one control, produce a standard coinage for the whole Empire and so do away with the over-production of subsidiary coinage for which the various Provincial Authorities are now responsible.

10.—With regard to the suggested remedy that British Subsidiary coin should be made legal tender up to any extent and that the Government should pledge itself to redeem all its coins at par, the Committee of this Chamber are altogether unable to endorse such a proposal, nor can they as matters now stand see their way to make any representation to the Hongkong Government with regard to legislation.—I have, etc.

(Sgd.) A. EDWERT HAZZET, Chairman,
Chamber of Commerce.

HONGKONG'S FOGS.

A Home paper has this:—
"These of us who have to 'winter' or 'spring' in England may be consoled by the knowledge that had as the climate is here (the last fortnight) is naturally counted an exception) it is a million times worse in Hongkong."

In a recent letter home (says a correspondent) a friend of mine relates how for weeks and weeks they never saw the sun. Rain, too, is frequent, but worst of all is the fog, which saturates everything—theatrical floors swim in water, the mosquito nets are mouldy, the bedclothes might have been soaked in a well. Boots and shoes get covered with mould in one night, and the only way to keep the clothes dry is to put them securely away. Then a few hours pass, the thermometer stands at 70, and all the glasses are covered with mist. Truly a cheerful climate!

SOCIAL AND PERSONAL.

Capt. Hughes, 14th Murray's Jat Lancers, has been appointed District Transport officer in Tientsin.

Leave of absence to the neighbouring countries on private affairs has been granted to Captain I. R. S. Shikwin, Army Service Corps, from 4th June to 31st July.

Lord Chalmersford, Governor of Queensland, has appointed Mr. Frederico D. Barretto (Messrs Barretto and Co.), Consul for Mexico, a magistrate for Queensland, Commonwealth of Australia. The oaths of office were administered to-day by Mr. Commissioner Jones under special writ issued by the Queensland Chief Justice, Sir Pogo Cooper.

BY WHARF AND WAVE.

The Dry Dock "Dewey."

The mammoth dry dock named after the American Admiral which left Annapolis some months ago, has had a slow voyage all along. In bad weather the "Dewey" does not move at all; in fair weather she does about thirty miles a day. Some of the newspaper prophets across the Atlantic predicted that the "Dewey" would never reach her destination, which is Manila, but the latest report of the "Dewey" is that she has arrived at Port Said. The most difficult part of her voyage will be going through the Suez Canal. It is feared that certain parts of the Canal are not wide enough for the "Dewey" to pass through. A survey of those parts will be made before the "Dewey" starts her voyage down the Canal. "Early precaution has to be taken to avoid her grounding in the Canal; if anything untoward happens, the block in the Canal would be a serious impediment. It will take another month before these arrangements are made and a clear passage provided. The date of her arrival at Colombo is uncertain. After leaving the Canal the "Dewey" will be tied up in the Bitter Lakes until the end of the monsoon. At Port Said the "Dewey" attracts considerable attention.

LAMB BACK.

This ailment is usually caused by rheumatism of the muscles and may be cured by applying Chamberlain's Pain Balm two or three times a day and rubbing the parts vigorously at each application. If it does not afford relief bind on a piece of flannel slightly dampened with Pain Balm, and quick relief is almost sure to follow. For sale by all chemists and druggists.

AN ARMY DETAIL.

A Decree enables full Generals to be appointed to the command of Japanese Army Divisions.

NEWS FROM THE NORTH.

[SHANGHAI MARBOUY SERVICE.]

THE RAILWAY IN HUNAN.

CHANGSHA, May 19.

The Chamber of Commerce has telegraphed to the Board of Commerce that two million taels for the construction of the Hunan section of the Canton-Hankow Rail: way have been subscribed up to the present, and requests the management of the railway should be vested in merchants as in Kuangtung and the rest of the fund would be satisfactorily subscribed. H.K. Yuan Shu-yuan, ex-Shanghai Total, has been elected by the public as the Director and it is desired that he should be sent here at once.

SOO-HANG-NING RAILWAY.

PEKING, May 19.

With regard to the agreement of the Soo-chow-Hangchow-Ningpo Railway the Wai-wu is discussing with a representative of the British Company. Meanwhile the metropolitan officials, natives of Chekiang Province, have again presented a petition to the Board of Commerce asking the Waiwu to cancel the agreement.

TAXATION AT JEHOL.

PEKING, May 19.

The Military Governor of Jehol has memorialized the throne on sixteen articles of the revised tariff, and also as to the establishment of tax offices at Chien-pin and Chai-kuo.

GOING TO JAPAN.

PEKING, May 19.

It has been decided that the newly appointed Superintendents of Education shall proceed to Japan to travel and study on the 1st of June.

THE BOARD OF EDUCATION.

PEKING, May 19.

The Throne has approved the various sub-departments of the Board of Education into which it has divided itself.

ENLISTMENT UNSATISFACTORY.

PEKING, May 19.

A Peking Censor having denounced the methods of enlisting troops in Chihli and Shantung as unsatisfactory, the Throne has ordered Viceroy Yuan Shih-kai and the Shantung Governor Yang Shih-hsiang to report on the matter.

THE WUSHUN COAL FIELD.

MUKDEN, May 20.

It is a well known fact that the coal mine in Wushun is of the best class, out it has been occupied by Japanese since the Russo-Japanese war.

The Board of Commerce has now instructed the Military Governor of Mukden to communicate with the Japanese authorities for its redemption in order to operate it by Chinese.

FRENCH IN SOUTH CHINA.

PEKING, May 19.

The Governor of Kuaihow has wired to the Waiwu that the French railway engineering corps are interfering in lawsuits between Chinese and foreigners that the attention of the French Minister at Peking be called to the matter.

JAPANESE IN MANCHURIA.

PEKING, May 19.

The Waiwu has been telegraphically informed by Tatar-General Chao Esh-chen that the Japanese Consul at Mukden demands an exclusive Japanese settlement.

THE SITUATION IN KIANGSI.

PEKING, May 19.

Governor Wu Chung-hai of Kiangsi has wired to the State Council at Peking that over since the occurrence of the recent riots at Nanchang, the people's minds have been much perturbed, and the situation is aggravated by the presence of evil characters who are trying to foment popular excitement. He is taking steps to suppress all disorders, but owing to the smallness of the military forces at his disposal, he proposes to increase the provincial army by enlisting more disciplined troops.

MONGOLIA.

PEKING, May 21.

Prince Su has sent in his first report to Peking, the gist of which is that the people in Inner Mongolia are quite well off, but still the country must be opened up, to afford a greater scope for earning a livelihood. Care also must be taken to prevent the people from being influenced by outsiders.

RIGHT OF CONTROL IN SETTLEMENTS.

PEKING, May 22.

In consequence of reports that foreigners have been exercising Municipal control over territory outside of settlement limits, the Waiwu has addressed the British and American Ministers on the matter, defining the respective rights and prerogatives inside and outside foreign settlements.

THE BOYCOTT STILL ACTIVE.

PEKING, May 22.

According to telegraphic advice from Sir Liang Chen-tung, American merchants in China all report lack of demand for American goods.

OPENING OF MANCHURIA.

TOKYO, May 24.

The Y.O. Daily News correspondent learns on the best authority that at Tuesday's Council the Elder Statesmen and Ministers were unanimously in favour of opening Manchuria to general trade at the earliest possible moment. The military administration offices will be abolished shortly. Japan does not intend to avail herself of any preference or privilege either in commercial or industrial affairs, and it is recognized that there is ample room for peaceful co-operation between Japan and other civilized Powers in this field.

THE FAR EAST.

Points from the Press.

NOTHING LIKE A BOXER.

There is no point of comparison between the present situation in China and that preceding the Boxer outbreak, for the Chinese Government cannot conceivably now have any sympathy with the anti-foreign movement, says the Peking correspondent of The Times. China has everything to gain by keeping at peace with foreigners, and this she knows. The slightest disturbance causes her profound embarrassment and alarm. A whole army of missionaries and travellers is on the watch for the smallest symptom of danger. Before the Boxer trouble the tendency was to disregard evidence and to minimize insecurity; now the tendency, quite natural, is to exaggerate suspicion. Travellers are moving all over the Empire with a sense of security that disproves the stories about unrest in the interior. The agents of the American and British Bible societies and missionaries of the China Inland Mission all send favourable reports. Colonel Wingate, the able director of our excellent intelligence department, has just concluded an extensive journey of some months' duration in Ho-nan and Hu-pei and has everywhere been well treated. So, too, our military attaché, who is now travelling in the southern provinces. Most favourable also are the reports from the postal couriers who conduct now a wonderfully accelerated service throughout even the most distant provinces. While the attitude of the Government shows no sympathy with any anti-foreign movement, it would be idle to deny that some features of the present situation are most unsatisfactory. Foremost is the unbridled nature of the new-born native Press, the journals of which are mostly published in the treaty ports and guided largely by students with a smattering of education from Japan, assisted by irresponsible Japanese. Several of the most inflammatory papers are registered under Japanese protection. There is an urgent necessity that England should concert with Japan to assist China to draft and enforce Press laws. Not all the papers, however, are bad. Some are good and have had a beneficial effect in contributing to the growth of a reasonable public opinion, but the general tone is anti-foreign, and even the best are remarkably inaccurate. The publication in the native papers of the anti-slavery South African election charges has a deplorable effect, while the publication of English cartoons, showing Chinese driven with whips in chains to labour, Englishmen shooting runaway Chinese in sport and Englishmen torturing Chinese at the mines, can only make Englishmen living in China wonder why retaliation is so infrequent.

IGNORANCE OR ERROR.

The Filipino journal *Libertad*, dealing with Mr. Bryan's letter describing his tour of the Philippines, criticises caustically "some of the impressions and observations of the man in whom the partisans of immediate independence had placed their strongest hopes. What is evident at a glance from the letter of Mr. Bryan, is the complete ignorance of that person so prominent in the politics of his country, of the conditions of this country and its inhabitants, before he started on his trip to the Philippines. Everything seems to have been a revelation to him on his arrival here. This ignorance, which is explainable and excusable and nothing to be wondered at, in Americans of the middle and lower classes, is very shocking in a statesman of the first water and aspirant like Mr. Bryan, to nothing less than the office of chief executive of the country. And from that ignorance may be deduced that Philippine affairs are considered of little importance in America, or else that the sources of information are poisoned by the most stupendous errors."

GROWING UP.

For fifty years or more now the Western nations have been urging China to accept them as her patterns or models. They would wake her from her age-long sleep, have her cover her surface with railways, exploit her mineral and agricultural wealth, drill her peasantry into soldiers, forego her old exclusiveness in a word, and become one of their family. That, at all events, has been the attitude of nations; which have not sought to parcel out this great Empire, with its teeming millions, into so many subject territories. The schoolmasters have a right and duty to see that their pupil, especially a pupil like China, whose great natural strength, needs very wise guidance, indeed, shall not fire himself too hastily from their control. But their labours will have been altogether wasted and misdirected if they do not look forward to the day when they will be able to greet the pupil as one of themselves. And with the proper pride of schoolmasters they will watch with interest every little indication that the pupil is beginning to take a pride in him-self and the possibilities before him. Not to press the metaphor to tediousness, China has arrived at that awkward stage of its modern political development when it will do many foolish things, and attempt to do still more, in its endeavour to show how like a grown-up it has become. But there is no need to suspect her every move as having some sinister motive behind it; if that attitude of mind is to be adopted, it will be better to attempt, late as it is, to direct her development altogether.—N.O. Daily News.

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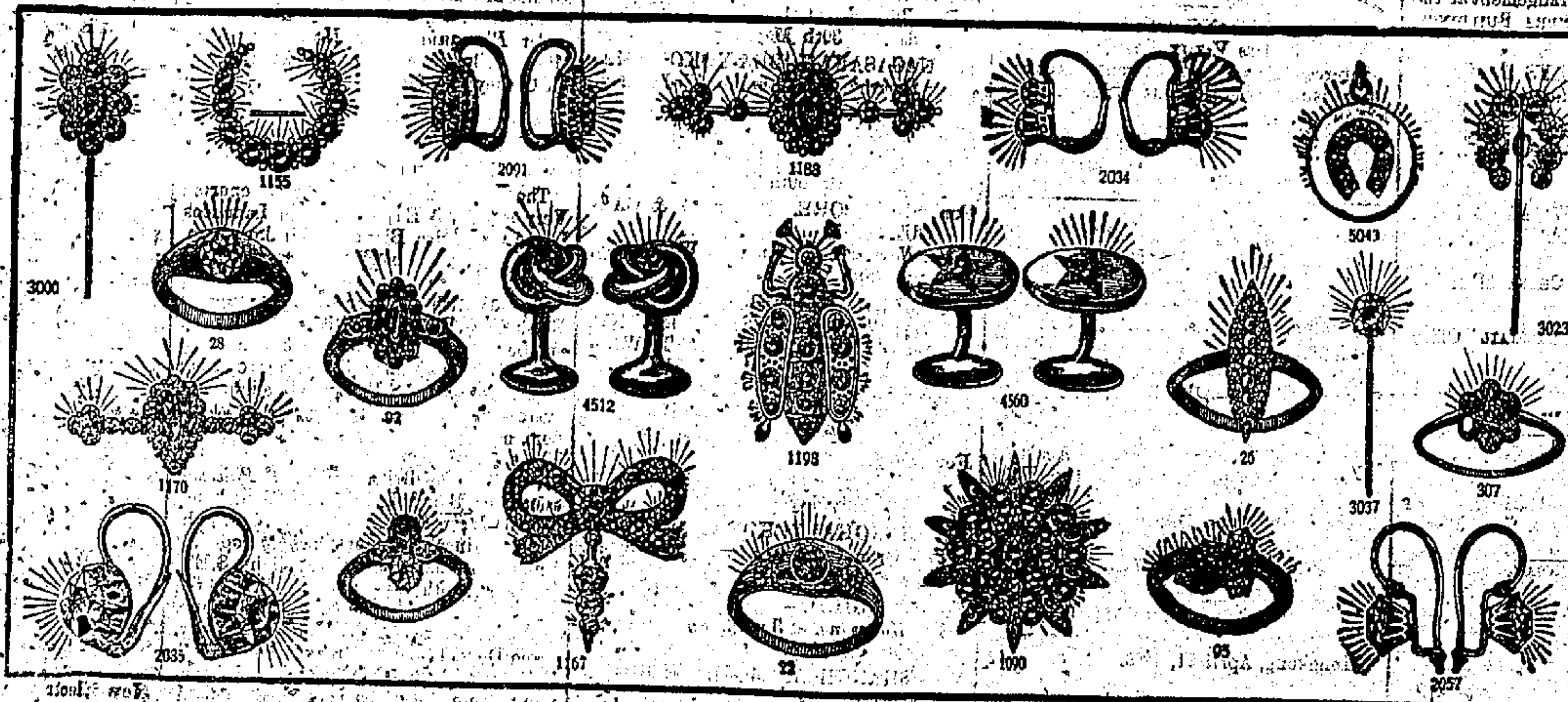
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